

## **Safety, Security & Home Affairs Portfolio**

### **Traffic Management Plan for transporting cargo from Rupert's to Jamestown via Field Road and Side Path.**

**November 2004.**

This plan was developed by a Working Group consisting of the Chief of Police, the Head of Roads and Building Maintenance, the Roads Inspector, the Head of Customs and Immigration and the Head of Infrastructure (SSHA) and Strategies, on behalf of the Rupert's and R2 Project Board. Merchants and consolidators were consulted to develop this plan.

Following presentation of the plan to the Rupert's and R2 Project Board on 14 August 2024 it was agreed to amend the plan to include additional options for managing the flow of traffic, for the Board to consider at its meeting of 25 September 2024. At this meeting the board requested the Working Group agree on one of three options presented, finalise the plan and present it to the Planning Authority.

#### **1. Background**

- 1.1 A new seaport is being constructed at Rupert's to replace the existing facility in Jamestown. It is anticipated that the port will be ready for use in early 2025.
- 1.2 All cargo brought to the island by sea will be processed at the port. It is anticipated that a high percentage of cargo will be transported by vehicular traffic to Jamestown via Field Road and Side Path road, which are being rehabilitated to carry heavier traffic more safely.

#### **2. Purpose**

- 2.1 The Land Development Control Authority granted full development permission for the rehabilitation of Field Road and Side Path Road on 3 February 2021. One of the conditions attached to this permission was the development of a Traffic Management Plan (TMP) to address the flow of vehicular traffic from Rupert's port to Jamestown.
- 2.2 ***'Traffic Management Plan: Within twelve months of the construction, detailed Traffic Management Plan for central Jamestown, including control and policing of car parking within Napoleon Street, will be submitted and approved in writing by the Chief Planning Officer on behalf of the Land Development Control Authority. Thereafter, the Traffic Management Plan will be implemented within twelve months of the Port Operations commencing in Lower Rupert's Valley. Reason: to ensure that the access road into Jamestown is unobstructed during peak hours to enable safe movement of vehicular traffic and to ensure pedestrian safety.'***

- 2.3 This TMP indicates how traffic associated with Rupert's port operations will be managed in Jamestown, identifies hazards and risks that will exist when the new port becomes operational and provide a summary of controls to eliminate and/or reduce them as far as practical.
- 2.4 As Field Road and Side Path are part of the public highway, this TMP should also be signed off and approved by the Highways Authority.
- 2.5 This plan will apply to, but is not limited to, the following road users:
- Businesses
  - Residents and visitors
  - Pedestrians
  - Emergency Services
  - Public Transport
- 2.6 For this TMP to be successful, everyone using the road - whether they are operating a vehicle or mobile plant or are a pedestrian - should comply with the traffic management requirements at all times.

### **3. Details of the TMP**

- 3.1 Napoleon Street will be affected by cargo transport movements from Rupert's. This street accommodates most of the traffic coming into Jamestown from the eastern side of the island, is narrow and currently is congested at times, creating safety issues for vehicle users and pedestrians. This area is therefore the focus of this plan in order to minimize these risks and hazards. Traffic controls and parking in central Jamestown will remain as they are currently, with the exception of the introduction of fixed penalty notices, which will reduce illegal parking in Jamestown and improve traffic flows.
- 3.2 For the transport of cargo from Rupert's, each merchant has a maximum of two delivery trucks as well as smaller LDVs if required. There are currently 5 main merchants. At the busiest time on the busiest day, there could likely be up to 10 delivery trucks on the road simultaneously. Each container requires 4 truckloads to empty (Each container carries 12 pallets, each vehicle can take 3 pallets, 4 loads to empty container). In one working day, up to 4 loads can be transported from Rupert's to Jamestown with one vehicle but in practice this is likely to be 2 loads per vehicle.
- 3.3 Assuming that 10 vehicles (if all merchants work on the same day and use all of their delivery trucks) will take 4 loads each per day, the number of loads per day will be 40. In a normal 8 hour day, one load will take an average of 2 hours, from loading, transporting, off-loading, driving back to Rupert's and ready for next loading. (8hrs / day divide by 4 loads per day = 2hrs per load). It could be that during peak times and days there will be 5 delivery trucks coming in one direction and 5 in the other on Napoleon Street, or 6/4, 7/3, 8/2, 9/1 or 10/0. But this is the worst case scenario, other factors such as all merchants not transporting goods on the same day/time the same day, will make the scenario less severe.

#### **4.0 Managing traffic flows along Napoleon Street.**

- 4.0.1 Port Control will operate extended opening hours after the cargo ship arrives.
- 4.0.2 Merchants will be required to transport cargo to Jamestown via Napoleon Street between the hours of 8am and 2pm only, or as agreed with port control.
- 4.0.3. Customs may operate flexible working hours but will close the facility at certain times during normal working hours to recoup the out of working hours.
- 4.0.4 Parking along the street from the bus park (opposite the Star) up to the unloading bays at the Queen Mary Store and along the side of the street leading from the Canister to the junction to Nose Gay Lane will be restricted at all times, as is currently the case. This will free up the pavements for pedestrians to use to improve their safety.
- 4.0.5 Parking will be permitted for unloading/loading vehicles in demarked unloading bays located outside of the Queen Mary Store.
- 4.0.6 Double yellow lines will indicate areas where parking is restricted at all times. Lines including unloading bays, will be refreshed/painted as part of this plan.
- 4.0.7 Vehicles under 1.5 tonne in weight approaching Nose Gay Lane from Side Path/the Brow will be required to enter the town via Nosegay Lane Mondays to Fridays from 9am to 6pm. Appropriate signage will be displayed near the entrance to Nose Gay Lane. The sign could be put in place before each cargo operation commences and then removed after cargo operations have been completed OR left in place permanently.
- 4.0.8 Traffic movements and parking in central Jamestown will remain largely as they are currently, see 3.1 above.
- 4.0.9 Pedestrians will be encouraged to use pavements in Napoleon Street at all times.

#### **4. Implementation**

- 4.1 The TMP will come into force from 1 February 2025.
- 4.2 Signage and yellow lines will be in place in Napoleon Street by mid-January 2025. Signage will inform road users when restrictions are active and to guide vehicles under 1.5 tonne approaching the town from Side Path/The Brow down Nosegay Lane. It must be noted that weight restrictions are new signage and will need to be incorporated into a revised Schedule 2 to the Road Traffic Ordinance before they can be enforced.
- 4.3 Fixed Penalty notices will be in place by January 2025 and will aid proper implementation of the plan. Fixed penalty notices will help to reduce illegal parking throughout Jamestown.
- 4.4 Police personnel will respond to any issues and monitor the traffic situation.

#### **5 Traffic Signage**

5.1 The following signage will be used.



This sign will be placed at the junction of Napoleon Street and Nosegay Lane travelling towards Jamestown and will require that smaller vehicles travelling in to town use Nosegay Lane during the times specified

## 6. **Publicity**

6.1 A communications plan will be developed with the Press Office once the plan has been approved.

## 7. **Other considerations for the development to the TMP**

7.1 In formulating this plan, consideration was given to the introduction of a traffic light system to manage traffic flow along Napoleon Street. The current layout of the road makes them simply not feasible. This is because there is insufficient space to 'hold' traffic waiting at the lights without creating additional obstruction and/or preventing traffic from being able to move in the opposite direction. Installation of traffic lights would require significant re-modelling of the environment before they could be installed.

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## 8. **Review**

8.1 The TMP will be reviewed by the Police and Roads Section after 6 months of operation. Any recommended deviations to the plan will proposed to the Highway Authority.

## 9. **Map of Napoleon Street –signage and restrictions**

Map of Napoleon Street showing signage and parking restrictions.

